



# Economic and Social Council

Distr.: General  
9 August 2023

Original: English

---

## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Intermodal Transport and Logistics

##### Sixty-sixth session

Geneva, 18–20 October 2023

Item 6 (a) of the provisional agenda

##### Emerging issues in freight transport and logistics:

Issues, trends and performance in the industry

## Targets for intermodal transport

### Note by the secretariat

#### I. Introduction

1. The resolution on strengthening intermodal freight transport adopted by the Inland Transport Committee at its eighty-third session on 25 February 2021 calls upon the Working Party on Intermodal Transport and Logistics (WP.24) to work on agreeing appropriate targets for market share of intermodal transport in the freight sector and a plan for achieving these targets.
2. WP.24 discussed indicators at its sixty-fifth session which could serve as a basis for setting targets for intermodal transport. WP.24 requested the secretariat to prepare, for the sixty-sixth session, a document with information on the rail unitization rate and rail modal share for Economic Commission for Europe (ECE) member States.
3. This document provides the available data for these two indicators.

#### II Available data

4. Table 1 presents rail modal share data for ECE member States for 2010, 2015, 2019, 2020 and 2021. It is calculated based on data available in the ECE statistical database based on data for the transport of goods by road vehicles registered in the reporting country, carriage of goods by rail and carriage of goods by inland waterways.
5. In cases where data for any of the specific years was unavailable for the transport of goods by road and/or carriage of goods by rail, no rail modal share is provided for that year.



Table 1  
**Rail modal share**

<i>Country</i>	<i>2010</i>	<i>2015</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>
Albania					
Andorra					
Armenia		57.2		35.9	
Austria	51.2	52.3	51.3	50.2	50.8
Azerbaijan	42.1	28.6	22.7		
Belarus		62.4	62.8	59.6	60.0
Belgium	11.5				
Bosnia and Herzegovina	37.7	27.4			
Bulgaria	10.7	8.8	12.8	10.4	10.2
Canada	58.8	59.8			
Croatia	21.2	16.2	17.9	20.0	18.0
Cyprus	0	0	0	0	0
Czechia	21.0	20.6	29.3	21.4	20.4
Denmark	13.0	14.5	14.4	14.3	11.5
Estonia	54.2	33.2	31.0	28.8	28.9
Finland	24.6	25.6	26.2	25.4	26.5
France	13.5	17.5	15.7	15.3	16.5
Georgia	91.6	86.5			
Germany	22.2	24.1	25.3	23.6	25.7
Greece		1.5			
Hungary	19.6	19.9	21.4	25.3	22.5
Iceland					
Ireland	0.8	1.0	0.6		0.6
Israel					
Italy	6.4	15.1	13.4	13.5	14.3
Kazakhstan	72.6	62.3			
Kyrgyzstan	40.7				
Latvia	61.9	56.3	50.1	36.8	32.8
Liechtenstein	0	0	0	0	0
Lithuania	40.9	34.6	23.3	22.3	20.1
Luxembourg	3.2				
Malta	0	0	0	0	0

<i>Country</i>	<i>2010</i>	<i>2015</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>
Monaco					
Montenegro	47.5	44.4	61.6	58.8	52.0
Netherlands	4.7	5.3	5.8	5.6	5.8
North Macedonia	11.0	2.7	3.3	3.1	3.2
Norway	15.0	13.1	15.4	16.1	16.0
Poland	19.4	16.3	13.5	12.6	12.5
Portugal	6.3	7.6	7.4	9.0	6.8
Republic of Moldova	22.3	18.5	14.2	9.8	
Romania	23.5	20.8	15.1	15.2	15.3
Russian Federation	88.9				
San Marino					
Serbia	57.9			24.8	
Slovakia	22.1	19.8	19.6	18.3	21.7
Slovenia	17.7	18.9		17.3	16.5
Spain	4.1	5.0	4.1	3.6	3.7
Sweden	39.3	33.3	34.8	33.8	35.5
Switzerland	45.5	49.9	48.4	46.9	48.5
Tajikistan	13.9				
Turkiye	5.4	3.9		5.4	
Turkmenistan					
Ukraine	79.1	78.5	73.6	72.8	
United Kingdom		11.1	9.2	9.5	
United States		42.5			
Uzbekistan		40.3			

6. Table 2 presents the rail unitization rate data for ECE member States for 2010, 2015, 2019, 2020 and 2021.

7. The data is sourced from Eurostat for the following 30 States: Austria, Belgium, Bulgaria, Croatia, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Montenegro, Netherlands, Norway, Poland, Portugal, Romania, Republic of North Macedonia, Slovenia, Slovakia, Spain, Sweden, Switzerland, Turkiye, and the United Kingdom of Great Britain and Northern Ireland.

8. Despite further research undertaken, no databases have been identified which would have data available for calculating the rail unitization rate or directly provide this rate other than Eurostat database. Therefore, the secretariat attempted to obtain such data directly from the other States who are thanked for the effort in working with the secretariat to provide the necessary data.

Table 2  
**Rail unitization rate**

<i>Country</i>	<i>2010</i>	<i>2015</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>
Albania					
Andorra					
Armenia					
Austria	28.5	29.9			
Azerbaijan					
Belarus					
Belgium	30.2				
Bosnia and Herzegovina					
Bulgaria	10.4	5.8	6.6	15.1	14.6
Canada					
Croatia	8.2	8.3	16.8	21.3	28.1
Cyprus					
Czechia	13.7	16.5	20.0	20.3	19.2
Denmark	35.2	20.3	41.5	35.2	20.2
Estonia	0.9	1.7	3.8	4.0	3.6
Finland	4.4	1.2	2.5	2.6	2.3
France	24.0	28.7	33.7	37.8	36.3
Georgia					
Germany	35.2	39.0	42.0	43.9	43.1
Greece	7.5	50.7	80.7	84.0	86.9
Hungary	16.1	14.6	13.3	15.6	10.2
Iceland					
Ireland	46.7	53.1	61.1	52.7	45.7
Israel					
Italy	47.1	49.3	61.9	53.2	47.2
Kazakhstan					
Kyrgyzstan					
Latvia	2.1	1.2	1.4	2.9	13.5
Liechtenstein					
Lithuania	2.3	1.9	4.6	4.4	6.8
Luxembourg					
Malta					

<i>Country</i>	<i>2010</i>	<i>2015</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>
Monaco					
Montenegro	0.0	0.0	0.0	0.8	0.0
Netherlands	34.9	35.7	40.8	42.2	48.2
North Macedonia	99.3	34.2	39.7	54.1	23.1
Norway	73.8	63.0	57.4	57.3	58.5
Poland	4.1	7.8	13.1	15.4	15.5
Portugal	18.2	30.0	67.7	66.5	78.1
Republic of Moldova					
Romania	5.9	4.8	7.5	8.4	7.5
Russian Federation	4.8				
San Marino					
Serbia					
Slovakia	2.6	6.2	8.7	10.8	9.3
Slovenia	26.7	30.9	34.9	34.4	33.5
Spain	39.7	50.6	54.3	69.1	68.8
Sweden	10.8	25.4	26.1	27.1	26.6
Switzerland	46.5	57.5	58.9	50.8	60.7
Tajikistan					
Turkiye	21.9	34.3	38.9	41.4	47.0
Turkmenistan					
Ukraine					
United Kingdom	31.2	34.2	52.5		
United States					
Uzbekistan					

9. Based on the available historical data, WP.24 may wish to suggest targets for increased unitisation rate and increased rail freight modal share. For countries which have already achieved relatively high rail freight modal share, the target for increased unitisation should be suggested while the freight modal share should remain constant.

10. The targets can be suggested as an increase by a defined percentage point. A low, moderate and high increase can be proposed. Targets may be set for 2030 with intermediary targets for 2026.